

## Airport Markings



**HOLDING POSITION:**  
Hold Short of Intersecting Rwy  
Also Land and Hold Short Marking



**ILS CRITICAL AREA:**  
Hold Short During IMC  
Conditions



**TAXIWAY/TAXIWAY HOLDING POSITION:** Hold Short of Intersecting Taxiway When Directed by ATC



**MOVEMENT AREA BOUNDARY:**  
Defines Boundary of Movement Area and Non-Movement Area



**TAXIWAY EDGE:** Defines Edge of Usable Full Strength Taxiway Pavement. Adjoining Pavement NOT Usable



**DASHED TAXIWAY EDGE:** Defines Edge Taxiway Where Adjoining Pavement or Apron IS Available for Taxi



**SURFACE PAINTED HOLDING POSITION:** Hold Short of Intersecting Runway on Twy



**SURFACE PAINTED TAXIWAY DIRECTION:** Direction & Designation of Intersecting Twy



**SURFACE PAINTED TAXIWAY LOCATION:** Identifies Twy on Which Aircraft is Located

References: Aeronautical Information Manual (AIM), AC 90-67B, AC 150/5340-1H, and AC 150/5340-18C.

## Airport Signs — Action or Purpose

**4-22** TWY/RWY HOLD POSITION:  
Hold Short of Runway on Taxiway

Also ... **RWY/RWY HOLD POSITION:**  
Hold Short of Intersecting Runway

**8-APCH** RWY APCH HOLD POSITION:  
Hold Short for A/cft on Approach

**ILS** ILS HOLD POSITION:  
Hold Short of ILS Critical Area

**NO ENTRY:** Identifies Paved Areas Where Aircraft Entry is Prohibited

**B** TAXIWAY LOCATION:  
Identifies Taxiway on Which Aircraft is Located

**22** RUNWAY LOCATION:  
Identifies Runway on Which Aircraft is Located

**4** RUNWAY DISTANCE REMAINING:  
Identifies Runway Length Remaining



**RUNWAY BOUNDARY:**  
Exit Boundary of Rwy Protected Areas



**ILS CRITICAL AREA BOUNDARY:** Exit Boundary of ILS Critical Area



**RUNWAY EXIT:** Defines Direction & Designation of Exit Twy from Rwy



Also ... **TWY DIRECTION:** Defines Direction & Designation of Intersecting Taxiway(s)



**221** OUTBOUND DESTINATION:  
Defines Directions to Take-Off Runways



**MIL** INBOUND DESTINATION:  
Defines Directions for Arriving Aircraft



**TAXIWAY ENDING MARKER:**  
Indicates Twy Does Not Continue



**AGL** DIRECTION SIGN ARRAY:  
Identifies Location in Conjunction with Multiple Intersecting Taxiways

## Consequences

Continuation of this trend of V/PDs could greatly diminish or lose FAA Grants for runway and taxiway repairs. Without grants, the City Airports Division could not maintain the runways, taxiways, and facilities of Brown and Montgomery Fields.

In the future, violators and/or tenants/users who cause a violation, due to commission of irresponsible actions or omission of responsible actions, will be punished in accordance with the San Diego Municipal Code and/or CA PUC.



3750 John J. Montgomery Dr.  
San Diego, CA 92123

(858) 573-1430

(858) 279-0536 fax

<http://www.sandiego.gov/airport>

## AIRPORTS DIVISION

## MONTGOMERY FIELD AIRPORT

## RUNWAY SAFETY PROGRAM



# SAFETY FIRST

## What is a Runway Incursion (RI)?

A runway incursion is defined as any occurrence at an airport involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft.

## What is a Vehicle/Pedestrian Deviation (V/PD)?

Vehicle/pedestrian deviations result from a vehicle operator or pedestrian accessing the airfield movement area or runway safety areas without air traffic control authorization. V/PD's make up approximately 19% of all incursions.



## Overview

Safety has always been a high priority with the FAA:

- 1970: General Aviation Accident Prevention Program
- 1995: Aviation Safety Program
- 2004: FAA Safety Team (FAAST)

The objective of the FAASafety Team is to promote safety and technical proficiency by providing guidance and support to the aviation community through education and cooperative efforts with that community

## Background

- 10/09/2009: Vehicle entered Twy G at Transient & went to Gibbs Maintenance (Pilot).
- 10/23/2009: Truck entered Twy G near NAC exited at Spider's.
- 10/24/2009: Dark colored van drove from Sleepy Hollow on Twy H to Twy J and Gibbs.
- 05/05/2010: Vehicle drove on Twy G from NAC West -Spiders.
- 01/24/2011: FAA Maintenance vehicle was cleared on Twy C, but continued on to Rwy 05/23 without clearance.
- 01/25/2011: Delivery truck was given the gate code by a Crownair tenant, but was given no directions-he drove onto Twys H & J looking for the hangar.
- 02/07/2011: Aircraft at Twys I & G given clearance to Rwy 28R via Twys G, H & A, but crossed Twy H onto Rwy 10R/28L.

## Discussion

While zero V/PD's each year is our goal; there is potential, regardless of training, briefings, and coded gates for deviations to occur at a very busy General Aviation airport with approximately 600 based aircraft. Besides the large number of tenants; Montgomery Field has 5 FBO's, Ameriflight air cargo, the SDPD Air Support Unit, the SDFD Air Support Unit, government-contracted R&D operations, and 2 sightseeing/adventure operations (Barnstorming Adventures and Airship Ventures). There is also a significant amount of flight training conducted here. Many of these operations involve family and friends who come to watch, while all operations require support & deliveries.

It is **everyone's** responsibility to do what is necessary to prevent unauthorized pedestrians and vehicles from proceeding onto Movement Areas. Intervention at the earliest point is required: **explicit & accurate instructions, directions, and cautions must be given and/or an escort must be provided for visitors.**

**Do not assume** that visitors know the difference between a road and a taxiway, and **don't expect them to understand the signs and markings.**